Land Use Recommendations to Encourage Housing and Mixed-Use Development

Pike/Pine Planning Study, 1991:Goals and Objectives

. **Preserve/develop affordable & low-income housing**

Objectives: Develop incentives for private developers to build affordable housing

Maintain current number of affordable housing units

Improve public policy

Objectives: Develop coherent public policies that protect & enhance the character of the area.

Establish interactive relationships between City departments for better, more coordinated public policy.

Monitor trends affecting supply of affordable housing

Establish a Pike/Pine Housing Task Force

Phase Two Goals and Recommendations

Goal: Create an incentive to increase housing production and improve affordability of new units in the Pike/Pine neighborhood. Since the Pike/Pine Overlay has been in place, no single-purpose residential structures have been developed.

Background: There is no density limit for residential uses in mixed-use structures on Pike, Pine, and Broadway. The Pike/Pine Overlay is the predecessor to a new zoning designation, the NC/R zone. The NC/R zone allows for unlimited density in single purpose residential structures in order to increase residential uses in neighborhood commercial zones. NC zones, with residential density limits, are intended to be predominately commercial with limited residential uses. The Pike/Pine neighborhood is trying to increase residential use, similar to what the NC/R contemplates. Pike/Pine can accomplish the change by modifying the Overlay. Density will be controlled by height limits, setback requirements, lot coverage requirements, required parking, and market demand.

Recommendation

Remove the 11400 density limit for single-purpose residential structures on the north/south streets off of Pike, Pine, and Broadway.

Goal: Create more space in the building envelope of a mixed-use structure for residential uses.

Background: The height requirement for ceilings in commercial spaces is based on a study conducted on mixed-use structures in NC zones. Many commercial spaces in such structures remain vacant long after the buildings are constructed. The study found many commercial spaces were not built to heights/depths to allow for the widest range of commercial uses. For example, restaurants need higher ceilings in order accommodate adequate ventilation.

The Pike/Pine Overlay requires mixed-use buildings on Pike, Pine, and Broadway to maintain the commercial nature of those streets. Creating spaces that offer potential for the widest range of commercial uses is consistent with the objectives of the Overlay.

Recommendation

Modify the requirement for a 13' ceiling in the commercial spaces of mixed-use structures by allowing an additional 4' of height to accommodate commercial ceiling height and increased space for residential Use.

Goal: Provide the incentive for development of mixed-use structures in the C-2 zoned area, particularly compatible mixed uses, such as artist live/work space.

Background: Mixed-use and single-purpose residential structures are allowed only by conditional use in the C-2 zone. There are several vacant C-2 sites which could be developed for residential use.

The Seattle Land Use Code describes criteria for residential uses in C-2 zones. Residential uses will be discouraged in areas with:

1. Limited vacant land, where terrain and large parcel size, make sites more suitable for commercial uses
2. Direct access to major transport systems like freeways, state routes, and rail lines
3. Proximity to industrial areas and/or areas where nonresidential uses may create a nuisance or adversely affect the desirability of the area for living purposes.

Based on these criteria, the C-2 zone is well suited to mixed-use structures that include residential uses. Further, the C-2 zone permits automotive-related and light manufacturing uses that are an important part of the neighborhood's character.

Recommendation

Extend the Pike/Pine Overlay to the C-2 zone for the purpose of allowing development of mixed-use structures.

Goal: Increase the number, and potentially, the affordability, of units that can be developed on sites in the Midrise zone.

Background: Modulation is intended to create interesting building facades. In urban neighborhoods like Pike/Pine, it may prevent developers from building structures of a similar character to existing buildings, which have a uniform street frontage.

Modulation also impacts the number of units and unit configuration, which can affect affordability. Departures from the requirement can be granted in Design Review, although typical departures are small.

Recommendation

Change the Design Review Guidelines so modulation, as defined by the Land Use Code, is not required if a building is articulated to the Boards satisfaction.

Goal: Increase production and affordability of new housing units by providing an efficient mechanism for granting. departures.

Background: Currently, projects like the Bell Building and the housing planned for the site adjacent to Utrecht are not eligible for Design Review because they will redevelop existing properties. Both projects need departures from parking and open space, at a minimum. The alternative process of obtaining a variance is more cumbersome, time consuming, and less interactive.

Recommendation

Allow the option of seeking code departures through the Design Review process for rehabilitation or redevelopment projects.

Goal: Increase the affordability of new housing units by reducing the costs associated with open space requirements.

Background: In the NC zones useable open space must be provided in an amount equal to 20% of the buildings' gross floor area. In the MR zone, useable open space must be equal to 25% of the lot area, or 30% if up to a third of the space is provided in balconies or decks. The calculation of open space based on gross floor area produces a much larger requirement for open space in the NC zones than in the MR zone.

Provision of required open space adds significantly to the cost of housing because developers must build large roof decks/gardens which entail reinforcing the roof, providing elevator access, and adding additional stairways.

Recommendation

Eliminate the building-by-building open space requirements of the Land Use Code through the Pike/Pine Overlay.

Goal: Reduce the costs of developing housing by reducing the number of required parking spaces. Parking can add up to $25,000 per unit in development costs.

Background: The Strategic Planning Office (SPO) is conducting research on vehicle ownership in various City neighborhoods. In Pike/Pine, there are .62 cars per household, compared with the citywide figure of 1.49 cars per household. For renters in Pike/Pine the number is .60 and for owners it is 1 .11.

Different uses sharing parking can reduce the amount of required parking. A residential use sharing parking with a retail use, needs 30% less parking. Shared parking is only allowed between uses which are no more than 800' apart, a distance studies have shown is the maximum a person will walk to a parking space.

When business uses enter into cooperative parking arrangements, the parking requirement may be reduced by up to 20%. The uses must be within 800', and this option is only available to business uses,

Recommendations

Modify the Pike/Pine Overiay to reduce the residential parking requirement to one space per unit, and permit further reductions in the number of spaces, through Design Review, when the project will redevelop an existing property.

Expand the allowed distance between uses sharing parking.

Allow the option of cooperative parking for residential uses.

Create Residential Parking Zones throughout existing residential areas.

Allow reduced parking for low-income housing where the developer can show lower parking demand by the proposed tenants.

Allow parking to be reduced in exchange for the developers agreement to maintain a portion of the units at affordable rents.

Urban Design

Neighborhood Urban Design Overview

Framework Structure Diagram

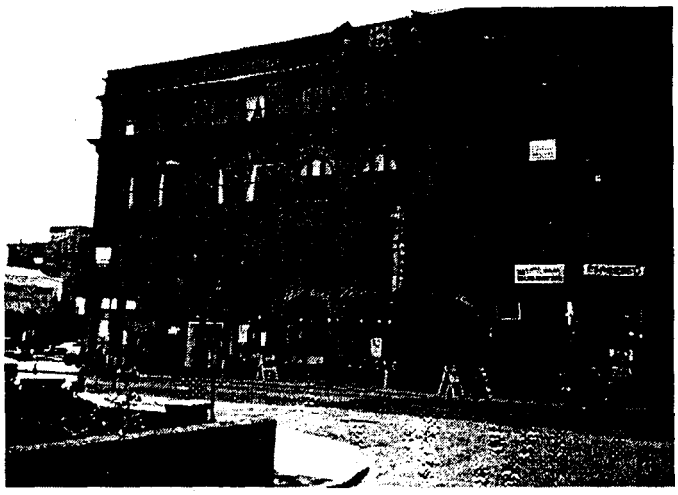
The Pike/Pine Neighborhood is basically linear in structure stretching in an easterly direction from Interstate 5 downtown out to 1 5th Avenue E. Pike/Pine is developing into a dense mixed-use urban neighborhood composed of residential, commercial, entertainment and institutional inhabitants.

- **East Pike and East Pine Streets – "spine" of the neighborhood (the ladder)**

East Pike and East Pine Streets are east/west arterials that form the commercial spine of the neighborhood. Between downtown and Broadway the linear nature of E. Pike Street and E. Pine Street resembles a "ladder" with the cross streets being residential and mixed-use "rungs" of the ladder, The dense residential cross-streets connect north and south to the residential areas of the Capitol Hill and First Hill neighborhoods.

- **The "Core" East of Broadway**

East of Broadway lies the core of the neighborhood with 1 0th and 11 th Avenues E as the cross-spine of the core. The core will develop into a six plus square block area bounded by E. Pine Street on the north, Madison on the south, Broadway on the west and 1 2th Avenue E on the east. The intersections of 10th Avenue E and 1 1th Avenue E at E. Pike Street are the "epicenter" of the core.



- **Arterials**

In addition to E Pike and E Pine Streets, Broadway, 1 2th Avenue and Madison are major arterials that not only define the core area but also provide greater accessibility, intensity and exposure. Bellevue Avenue and 15th Avenue are also arterial streets.

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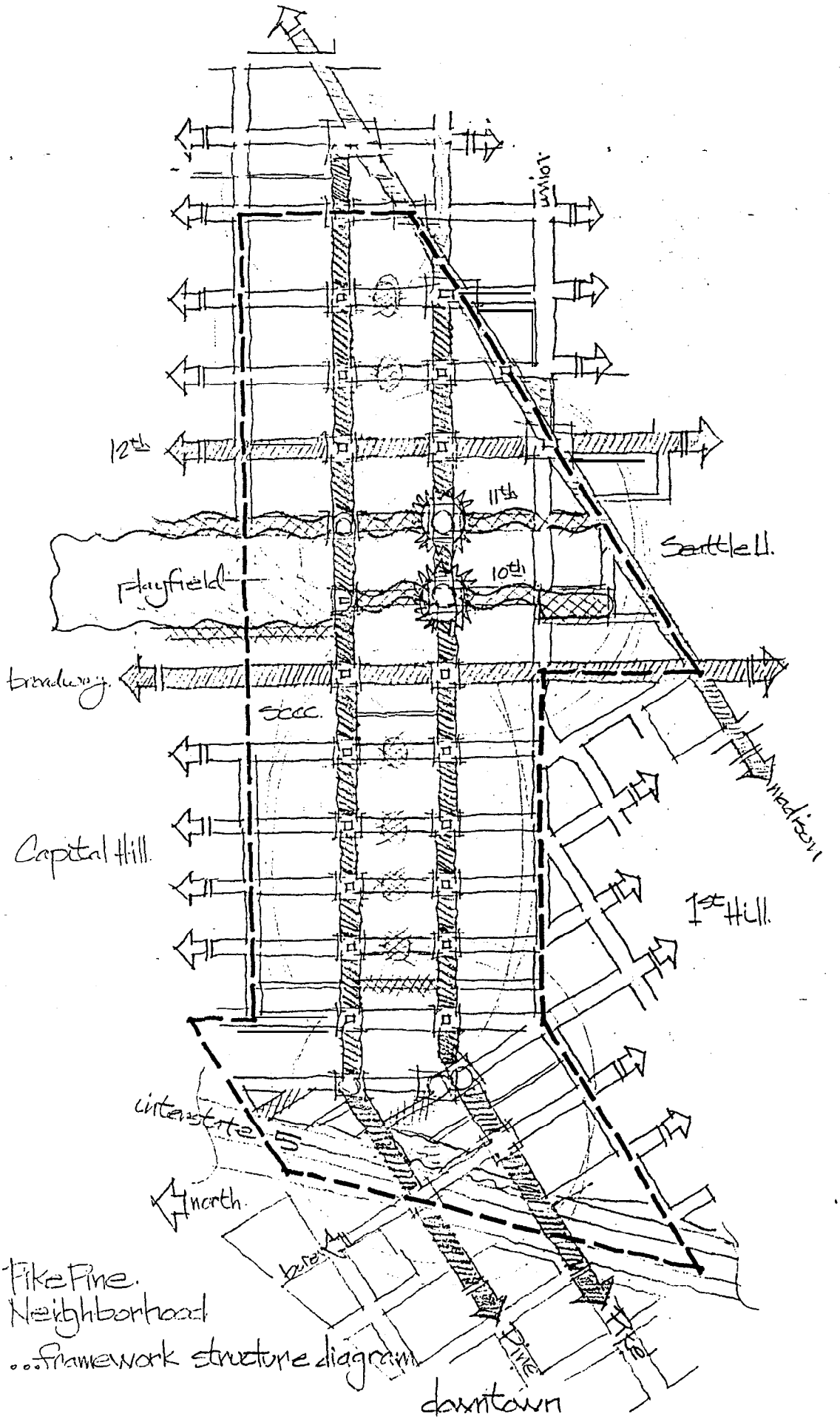
Another "found element" in the Pike/Pine Neighborhood is the "court". Courts are odd leftover sections of street – some are short dead ends, some are skinny like alleys but aren't. The courts are perfect for quiet places with less traffic, more green or planned hard space for playing or working places or residential entries, The courts are unique humane pockets in the heart of the city.



Pike Pine
Neighborhood
...framework structure diagram

- **Relationship to adjacent neighborhoods**

The intention of the urban design plan is to form natural extensions into adjacent neighborhoods- not to create "gateways" as dividers. An important connection to reinforce is with the Convention Center and downtown. It is important to create visibility and curiosity in order to draw pedestrians "up the hill" from downtown to support commerce and enliven the West End. A seamless connection north and south into the residential areas of the Capital Hill and First Hill neighborhoods is also a goal.

This urban design plan focuses on four areas of the neighborhood: the West End bordering downtown, a typical "ladder' street (Summit Avenue E), the Core District including the Broadway and Madison corridors and the East End.

Transportation Analysis

E Pike Street Corridor from Minor Avenue to 15th Avenue E

Proposal:

- Re-stripe street for one lane in each direction plus a center, two-way left turn lane. (The street now has two eastbound lanes and one westbound lane.) E Pine Street and 12th Avenue E have been reconfigured in this manner.
- Install curb bulbs at key cross streets.
- Remove center, left-turn lane between intersections to allow a wider sidewalk through these sections.

Benefits:

- Would improve safety for pedestrians crossing E Pike Street by allowing them to cross one lane and one direction at a time. (The center turn lane can provide a pedestrian refuge area, if needed, to wait for a gap in the opposite direction's traffic.) Curb bulbs also provide better sight lines for pedestrians as well as for drivers of approaching vehicles.
- Would improve local circulation by providing a center, left-turn lane. This lane would remove left-turning traffic from the through lanes, and reduce delays for side street traffic by allowing it to make a two-step left turn (left turn into the center lane, then merge with through traffic.)
- Would increase the capacity for westbound through traffic by removing left-turning traffic from the one through lane.
- May reduce vehicular accidents by removing left turn traffic from the eastbound and westbound through lanes, and providing for two-step left turns from the side streets.
- Curb bulbs may increase capacity at signalized intersections by reducing the pedestrian crossing distance at intersections, thus reducing the "green time" needed for the side street. This would allow more signal "green time" for E Pike Street traffic.
- City of Seattle data show that E Pike Street currently carries less traffic than E Pine Street. In the eastbound direction,, E Pike Street's traffic volume is approximately 100 vehicles per hour higher than E Pine Street's west of Broadway. The following table compares the traffic volumes. It shows that E Pike Street would likely function similar to E Pine Street if it were converted to a three-lane street.

Location	Date of Count	AM Peak Hour	PM Peak Hour	Daily
E Pine Street West of Broadway				
Eastbound	4/28/97	257	449	5,041
Westbound	4/28/97	591	636	8,513
Total	4/28/97	848	1,085	13,554
E Pike Street West of Broadway				
Eastbound	3/19/97	357	559	7,390
Westbound	3/19/97	304	414	5,494
Total	3/19/97	661	973	12,884
E Pine Street West of 12th Avenue				
Eastbound	2/26/97	294	536	5,700
Westbound	2/26/97	448	423	5,662
Total	2/26/97	742	959	11,362
E Pike Street West of 12th Avenue				
Eastbound	2/26/97	226	576	5,882
Westbound*	2/26/97	196	223	3,129
Total	2/26/97	422	799	9,011

**Westbound traffic count on E Pike Street was taken on east side of 12th Avenue E*

Potential Impacts:

- May reduce capacity for eastbound traffic if vast majority of traffic is through traffic with a small proportion of left-turning traffic.
- Elimination of center turn lane between intersections would create a "serpentine" street effect (may be desirable since it would reduce travel speeds.)

The West End

"Why don't ya come on up and see me sometime!'!.

Enhancing the attraction and passage from downtown up into the Pike/Pine Neighborhood is important for the "commuting" residents as well as for the visitor seeking to experience the "flavor" of the city. It is important to improve the pedestrian experience by making it continuous from downtown up Pike Street and Pine Street to the street "grid shift" at Melrose Avenue. The freeway, of course, creates a "moat" between the two that must be bridged. The plan offers many ways to improve the connection - consistent streetscape elements (pedestrian lighting, street trees and paving materials), dramatic night lighting, park improvements, artwork stretching up from the Convention Center and neighborhood highlight and promotion information locations at the Convention Center and the Paramount Theatre are all methods to strengthen the connection with downtown.

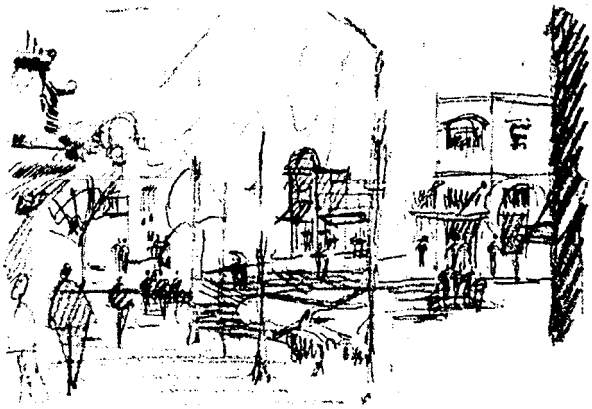
Connection to Downtown - Visibility and Approach

- From the heart of downtown it is possible to see up each street into the neighborhood. The domed First Covenant Church on E Pike Street and the Butterworth Funeral Home on E Pine Street are landmark buildings that dominate the apparent end of each street. More dramatic night lighting is needed. The best solution is a combination of adding stronger lighting to the landmark elements and reducing the surrounding ambient light pollution from streetlights.
- Consistent pedestrian street lighting for the neighborhood is desirable. The Pike/Pine street lighting should extend down the sidewalks to the Convention Center and to the Paramount Theatre. Lower level pedestrian lights will reduce light pollution, provide a place for festooning and help to create a unified streetscape.
- The expansion of the Convention Center and the connecting bridges across Pike Street will diminish the present clear vistas up and down the street. To reinforce the street continuity and neighborhood connection, it is desirable to extend the public sidewalk art proposed for the Convention Center up E Pike Street to Melrose Avenue.

Pike/Pine Intersections – Boren Avenue and Melrose Avenue

- Boren Avenue is a fast busy thoroughfare. The lane demands for cars and buses plus the fact that the Pine Street/Boren Avenue intersection is actually "floating" above the freeway makes it difficult to improve pedestrian safety. We recommend further analysis to determine if there is any way to improve the situation by shortening the crosswalk distances or slowing traffic, and adding a sidewalk on the north side of Pine Street. New streetscape and adjacent park improvements along with improved crosswalk markings and urban hardware (poles, lights, signals, signage) will visually indicate the presence of pedestrians to the motorist and functionally improve the experience.

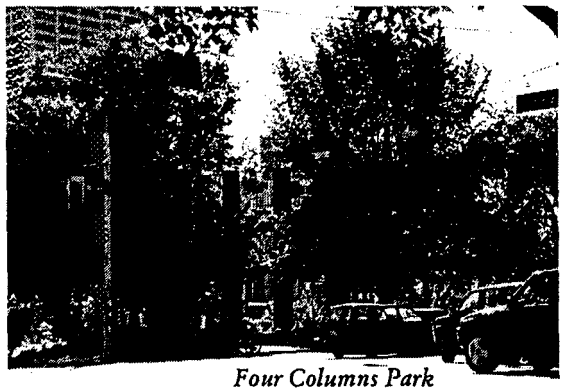
- Melrose Avenue at Pike Street and Pine Street are both key intersections in the West End. Melrose Avenue is a "knuckle" – a seam where the city grid shifts 32 degrees. At Melrose Avenue you have a "straight-shot" view up E Pike Street and E Pine Street all the way through the neighborhood. Both intersections have bus stops and are developing as "hot" pedestrian pockets with a mix of coffee shops, gathering places, interesting shops and residences. The plan proposes major improvements at each intersection with new bulbing, crosswalks and streetscape features. The Pike Street/Melrose Avenue intersection is more extensive because the grid shift creates the opportunity for a lengthened intersection that extends north and incorporates the acute angled comer of Minor Street.



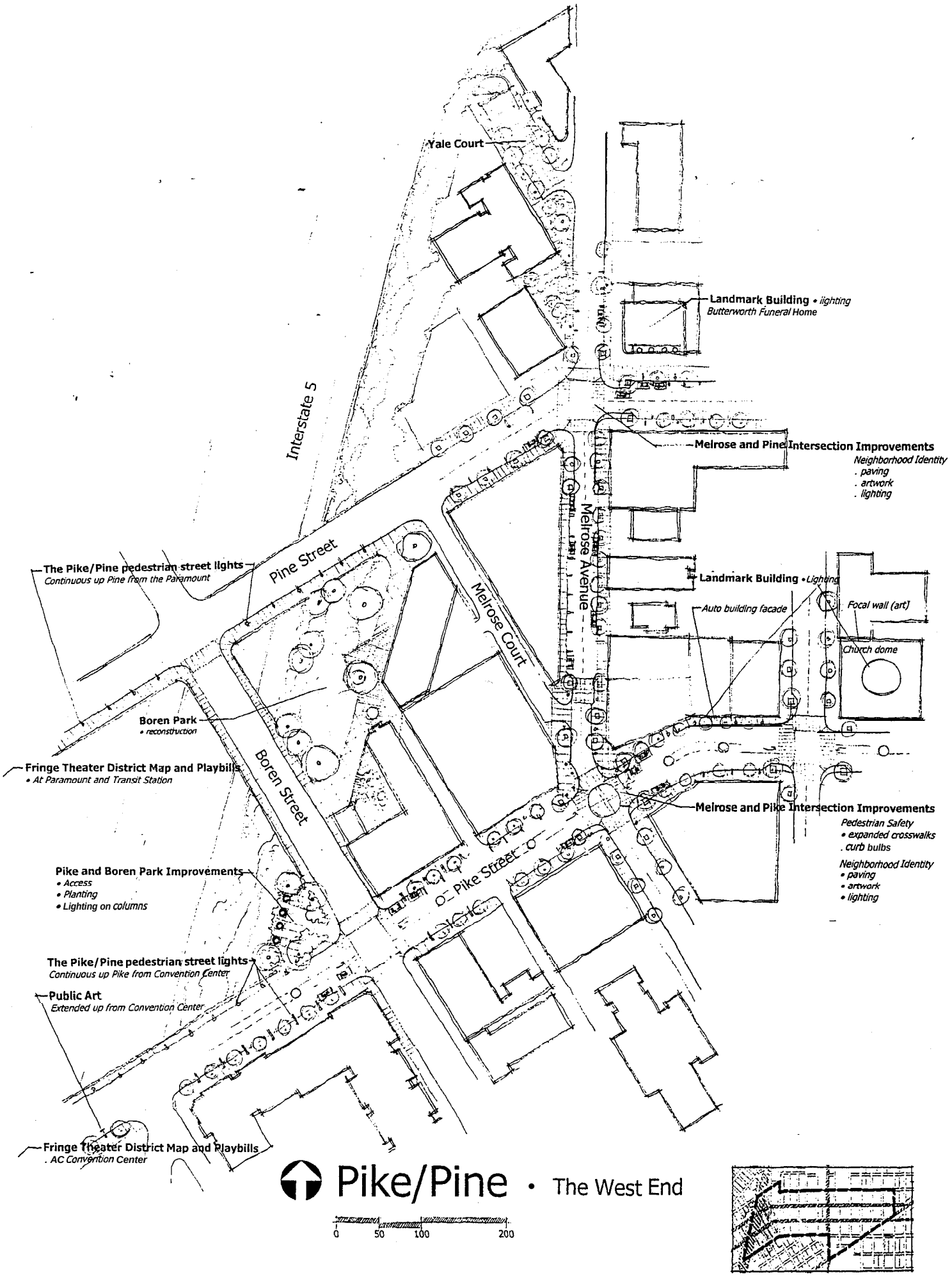
View of Intersection of *Melrose and Pike*

Boren Avenue Park

- Currently Boren Avenue Park is overgrown and underutilized - not a desirable resident or attraction for the neighborhood. A major residential addition is underway adjacent to the park so there will be more users and "eyes" on the park. The plan details extensive improvements to the park to make it more attractive and usable. Improvements include new paved walk and central view terrace area connected to the alley and residential building, land sculpting and simplified plantings and a water feature for traffic noise masking.



Four Columns Park



Pike/Pine • The West End

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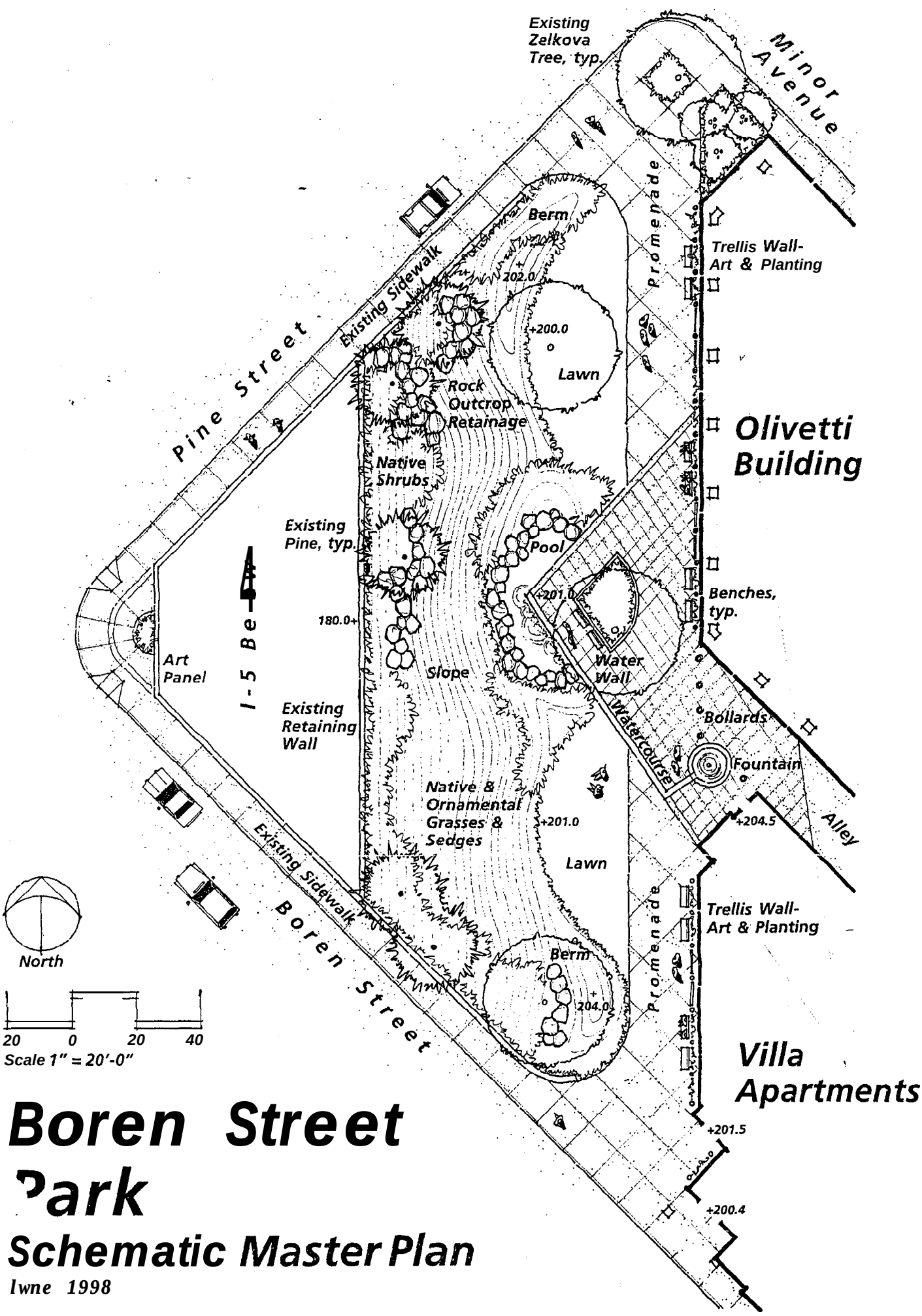


Boren Street Park

Schematic Master Plan

lwne 1998

Column Park at Pike Street

- The historic columns are barely visible most of the year, the park is overgrown and access is difficult. Proposed improvements include: thinning and limbing-up the trees to expose the columns, cleaning out and simplifying the planting, opening **up** the access diagonally from the comer and highlighting the columns with light so they read as landmark elements.

Parking and Residential Parking Zones

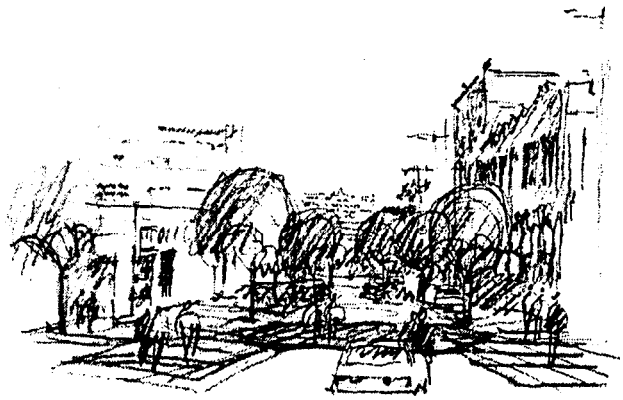
- Unrestricted on street parking on north south streets is used by downtown workers and Convention Center users and makes parking difficult for both residents and local businesses. The Parking Study and Recommendations in Appendix I recommend RPZs in these areas.

The Ladder Blocks

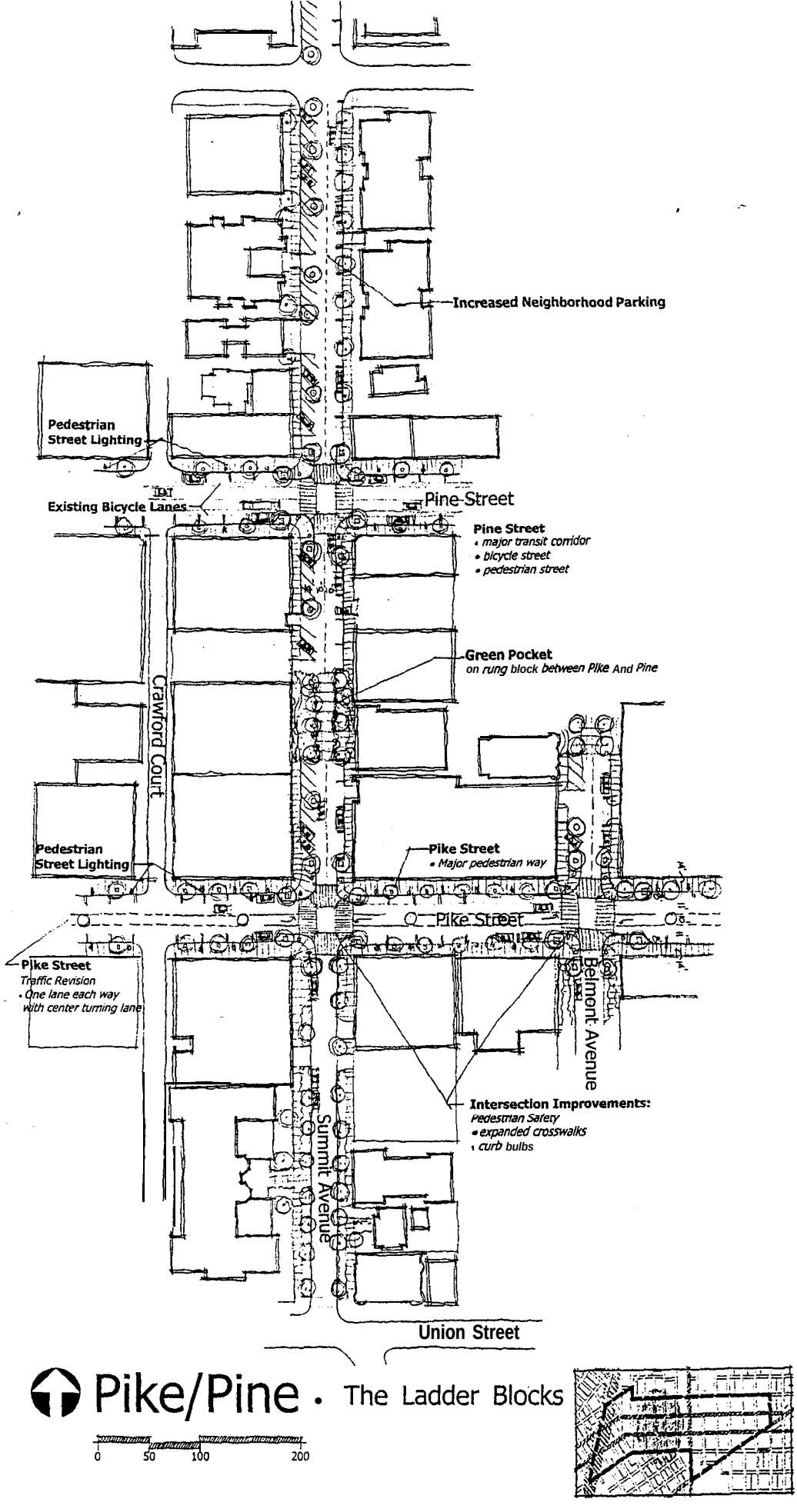
E Pike and E Pine Streets form the arterial "spine" of the neighborhood. The blocks between Melrose and Broadway are linear with north/south cross streets. The configuration and function of this district is like a ladder-with E Pike and E Pine being the "structural legs" and the cross streets being the "rungs". E Pike and E Pine are the transportation and commercial arteries. The cross streets are mixed use commercial/residential between E Pike and E Pine and residential to the **north and south. E Pike and** E Pine do have different "personalities" which the plan identifies and promotes. The plan details one section of the ladder at Crawford and Summit to illustrate the proposed improvements and how the cross streets dovetail with E Pike and E Pine.

E Pike and E Pine Streets

- E Pine is the transportation street, with trolley bus lines the full length, no left turn lanes and bicycle lanes each way. There is parallel parking on each side of the street. Commercial is active and expanding all along the street. The sidewalks are basically fourteen feet wide, which is good for pedestrians and some sidewalk commercial activities. The plan proposes no changes to the basic configuration of E Pine Street except at the intersections. Street bulbing is proposed at intersections wherever possible for pedestrian safety, cross street linkage and to create wider more usable sidewalks to intensify activity at corners.



- E Pike is currently oriented to **autos flowing out of** downtown, and some buses. The trolley buses turn north at Bellevue Avenue E. There is parallel parking on each side that will remain unchanged. Commercial activity is rapidly filling in and major mixed-use projects are underway. E Pike is the most direct pedestrian route between downtown



Pike/Pine • The Ladder Blocks

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and the center of the neighborhood core east of Broadway. The plan proposes to develop E Pike into a "pedestrian way" by improving the sidewalk amenities. Streetscape treatments, bulbing at intersections wherever possible and programs for art, lighting and signage are all major parts of creating the street promenade. We propose to reconfigure the street with one eleven-foot lane in each direction and a ten-foot center turning. The curb bulbs and lane reconfiguration will act to calm traffic and promote greater safety. In addition, a new street signal is needed at Boylston because of the jog in the street at that point.

Rungs of the Ladder

- The north/south "rung" blocks house the residents that support the businesses up and down E Pike and E Pine. The goal of the plan is to enhance the quality of urban living for the inhabitants of the "rung" blocks by improving the street right of way. Suggested improvements include providing additional green space, street parking and slowing traffic for quieter streets. , This plan defines the goals and illustrates the elements to be used to achieve a consistent neighborhood amenity. Of course, each street and block is unique and must be addressed individually.

- The right of way width will allow a combination of 45 degree back-in parking on one side of the street and parallel parking on the other with two ten foot driving lanes which will increase parking on streets that aren't already configured with angled and parallel parking. Adding parking will narrow the driving lanes and tend to calm traffic flow.

- Planting/green space will be added in a variety of ways including street trees, green pockets and garden plots. We propose to plant a continuous row of trees in the street about every sixth diagonal parking place. The new trees will mature to create a more intimate tree-lined residential street. Our hope is that the pattern of new trees will be adopted by the Capital Hill neighborhood so that all of the north/south streets will mature with the same character. For the central connector blocks between E Pike and E Pine, we propose to create Type 3 Green Street blocks which will feature a "green pocket" (like an "oasis") in the middle of the block. These new central pockets of open space could be a combination of hard and soft space depending on the needs of the particular block. For the blocks going south up the hill from E Pike, the sidewalks are narrow allowing for more parking strip green space which is being converted into garden plots in many places. We applaud and promote the idea of small personally maintained garden plots throughout the neighborhood.

- Union Street at the top of the hill forms the edge of the Pike/Pine and First Hill neighborhoods. This edge is also important because it is the seam of a street grid shift which resuits in a series of angled intersections similar to the Madison Street edge in the core area. Where possible along Union, the paving in intersections should be minimized by adding planted islands and expanded comers which shape the intersections, calm traffic, add more green space, and enhance pedestrian access.

Crawford Court

- Crawford is one of thosenarrow alley-like streets in the neighborhood that we want to promote as a "court" street. Court streets need to develop over time depending upon the type and amount of street activities. Eventually Crawford could be limited to local access only in keeping with the criteria of a type one or type two "green street". Some immediate improvements that can be made are to identify the court with unique signage, create off street gated enclosures for trash and recyclable, and add new street lighting. The most appropriate court lighting would be cable hung lights which are suspended periodically across the street from buildings and poles.

Transportation Analysis

*"Ladder Blocks" – Parking and Streetscape Changes (See parking analysis in appendix)

Proposal:

- Reconfigure the parking and add landscaping to the north-south, non-arterial avenues between Interstate 5 and 15th Avenue E. These "ladder streets" include: Summit, Belmont, Boylston, Harvard, 10th, 11 th, and 14th Avenues E. The streetscape improvements would extend from at least E Pike Street to E Olive Street.
- Where possible, convert parallel parking to back-in, angle parking on one or both sides of the street.
- Add landscape islands or other landscape features amongst the angle parking aisles. These features could be located within the curb-to-curb street width.
- Maintain two-way traffic on all streets (although driving lane may be less than needed for two full travel lanes).

Benefits:

- Would increase parking supply in the neighborhood.
- Would slow traffic on non-arterial streets.

Potential Impacts:

- Adding angle parking on one or both sides of a street would narrow the driving lane. In some cases, the driving lane remaining may only accommodate one direction of traffic at a time (requiring oncoming vehicles to yield to one another).
- Landscape features in the street would need to be designed so they do not affect street drainage.
- Landscape features should not extend into street further than the angle parking unless they can be well marked or lit at night. Otherwise they may create a safety concern.

The CORE

Green Streets ~ 10th Avenue E and 11th Avenue E

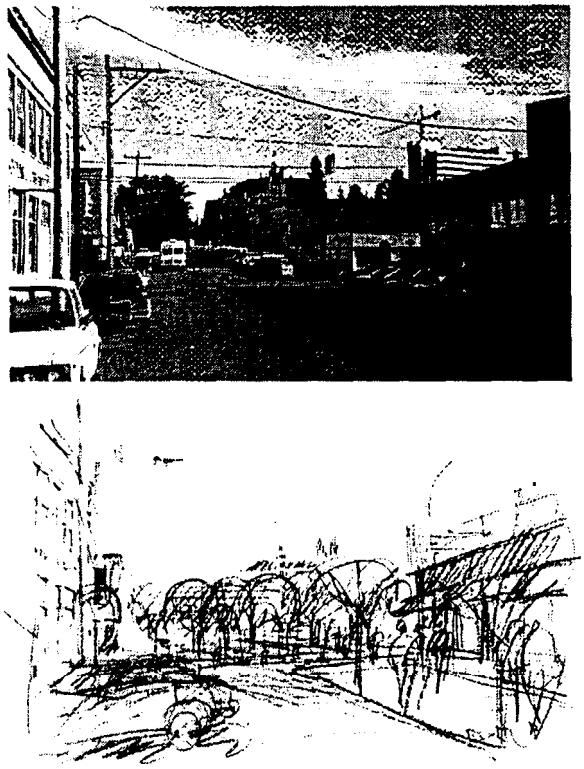
- Tenth Avenue E and Eleventh Avenue E are the two main north/south streets that cross E Pine Street and E Pike Street to form the "core" of the core – like the traditional "1st and Main". The goal of the plan is to develop 10th and 11th into active pedestrian streets and to designate them as Type 3 Green Streets. The proportion of street to sidewalk width would be changed to create eighteen foot wide sidewalks on each side of the street which would allow many sidewalk activities from venders and fairs to sidewalk cafes. Tenth and 11th would each develop its own character. Eleventh Avenue is intended to be a pedestrian way linking the Bobby Morris Playfield/Lincoln Park and neighborhood to the north through the heart of the commercial core and then connecting up with the chapel and central pedestrian walkway at Seattle University to the south. 10th Avenue will become the central marketplace street contained within the core by Bobby Morris Playfield/Lincoln Park to the north and a new market court open space to the south.

The Pike/Pine neighborhood supports the Park Master Plan for a significant new Capitol Hill Neighborhood Park. The imminent replacement of the Lincoln Reservoir is presenting a once-in-a-lifetime opportunity to create and develop 7 ½ acres of sorely needed green open space for over 26,000 residents of Capitol Hill, Pike/Pine and First Hill. The new open space will be created by building a community park over the subsurface tanks of fhe reservoir. Reservoir construction is expected to begin in June *1999* and *be completed in February 2001.*

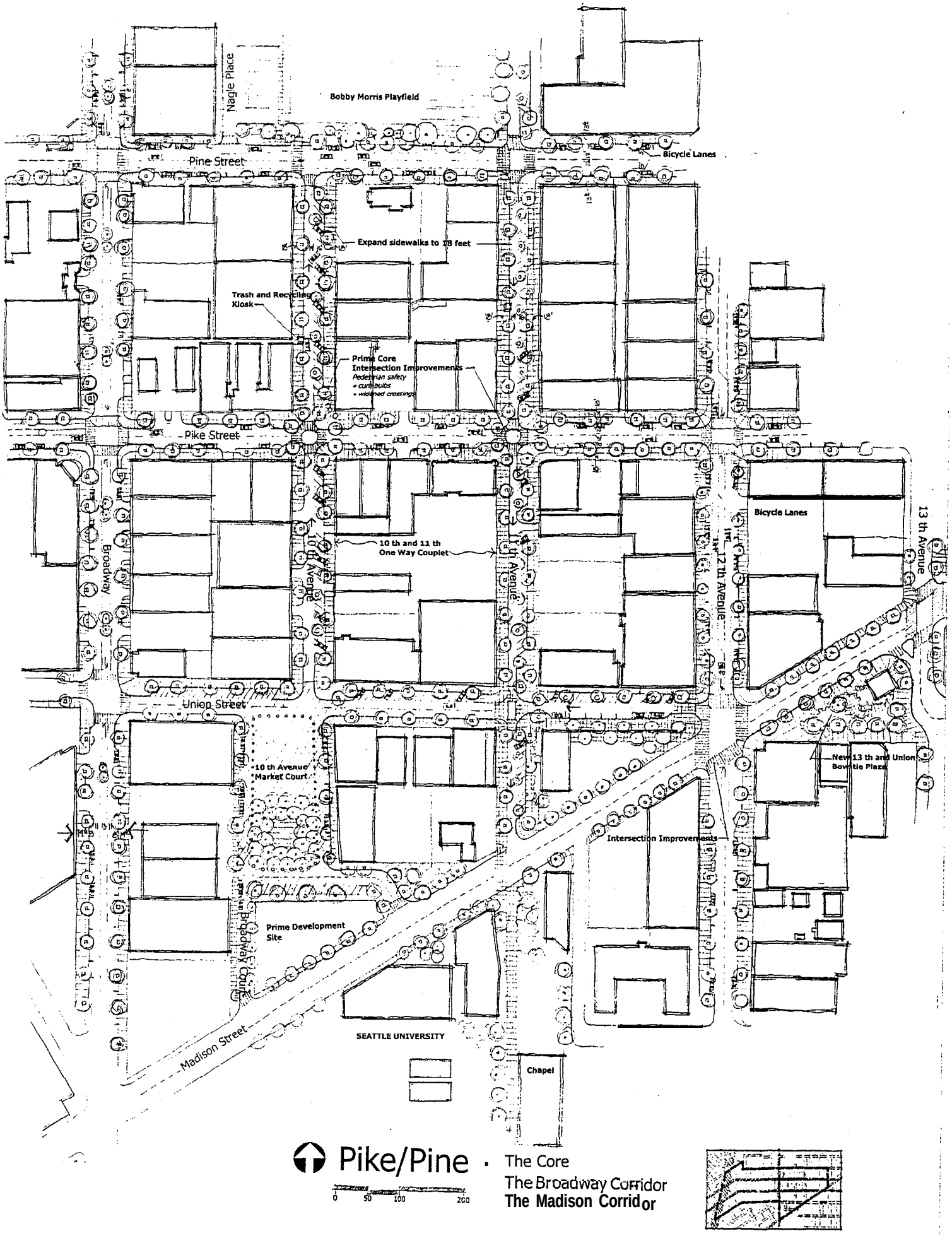
Community members and Seattle Public Utilities have collaborated on a Park Master Plan that successfully addresses *and integrates community* priorities and honors *the* site's *Olmstead* legacy.

Funding for the park has not been secured at this *writing.*

- A new public open space, the 10th Avenue Market Court, is proposed at the south end of 10th Avenue. The proposed court will be created by incorporating the existing Broadway Court, the right of ways of 10th Avenue and Seneca and a small partial block area in the middle. The idea is to not create a new green park but instead more of a hardscape type "square" which would be designed in character with the history of the area -the garage aprons and gritty industrial "matter-of-factness". Broadway Court and Seneca would still allow traffic but could be limited or closed for occasions.



View South on 10th at Union to 10th Ave. Market Court


Nagle Place
Bobby Morris Playfield
Pine Street
Bicycle Lanes
Expand sidewalks to 18 feet
Trash and Recycling Kiosk
Prime Core Intersection Improvements
Pedestrian safety
• curb bulbs
• widened crossings
Pike Street
Broadway
10 th and 11 th One Way Couplet
10 th Avenue
11 th Avenue
12 th Avenue
13 th Avenue
Bicycle Lanes
Union Street
10 th Avenue Market Court
New 13 th and Union Bowtie Plaza
Intersection Improvements
Prime Development Site
Broadway Court
Madison Street
SEATTLE UNIVERSITY
Chapel
Pike/Pine
0 50 100 200
The Core
The Broadway Corridor
The Madison Corridor

10th and 11th Avenue Couplet

- In order to create the widest pedestrian green street environment on 10th and 11th, the plan proposes converting 10th and 11th into a one way couplet through the core with 10th being one way north and 11th one way south. Eleventh Avenue would revert to two way traffic north of E Pine. The layout for both streets includes 18 foot sidewalks on both sides, 15 feet for a row of back-in 45 degree parking and a 16 foot one way driving lane.

View South on 11th at Pine

E Pike Street and E Pine Street

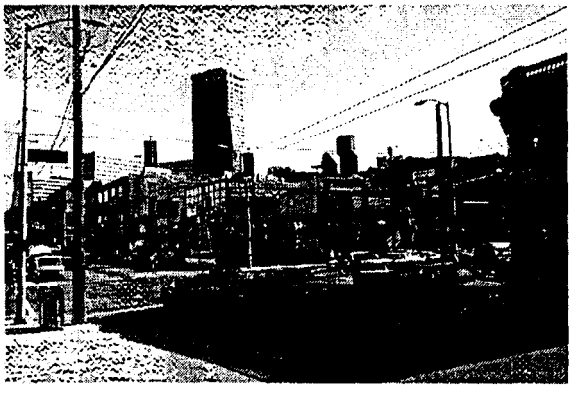
- To allow for greater use of the sidewalks on E Pike Street in the core, the plan proposes to widen the sidewalks to 18 feet similar to the sidewalks on 10th and 11th. Two way traffic will be maintained with one 12 foot lane in each direction and there will be an 8 foot wide row of parallel parking on each side of the street to fill the 76 foot wide right of way. There will be no left turn lanes on E Pike Street in the core area which will allow for larger sidewalk bulbs at the intersections and will calm the flow of traffic through the core. The configuration of E Pine Street will remain as-is with parallel parking and bicycle lanes on each side of the two-way street. New curb bulbs at intersections that do not currently have them will facilitate pedestrian safety and flow. Special crosswalks will be created on E Pine Street at 10th and 11th (similar to that installed at Nagle Place, with possible public art)to connect with Bobby Morris Playfield/Linclon Park.

Intersections – 10th at E Pike –11th at E Pike

- The intersections at 10th and 11th lie at the "heart" -the crossroads of the core. The widened sidewalk and bulb will create an area 26 feet wide at each comer which will seem like a plaza connecting the four comer buildings together. With the combination of streetscape elements -- paving, trees, lighting, graphics – and cafes and interesting stores, the intersections will become "hubs" of activity.

View North on 10th at Pike

Broadway Corridor



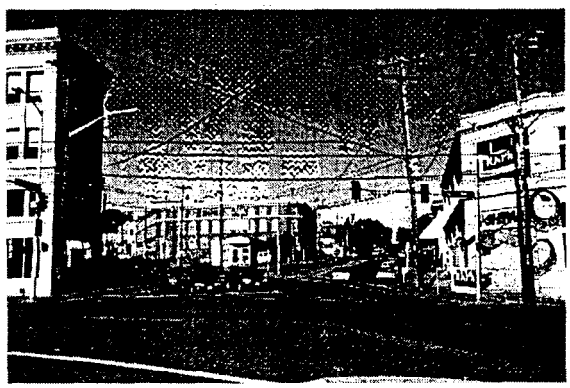
- Broadway is one of those great continuous urban streets that, like a chameleon, changes colors as it passes through each new district. Currently the section of Broadway that passes through the Pike/Pine neighborhood is underdeveloped commercially and gas stations prevent buildings at the sidewalk in two locations. The sidewalks are 14 ½ feet wide which is a good pedestrian width. The plan proposal is to reconfigure the driving lanes to create one 11 foot lane in each direction with al3 foot center left turn lane. The comer left turn movement lane will be earmarked by a tree planted island which along with additional street trees will help visually reduce the 80 foot right of way width and feeling of a wide thoroughfare. The intersections at E Pike Street and E Pine Street will be improved for pedestrians - especially at E Pike Street which is a "hotbed" activity because of the new Broadway Market.

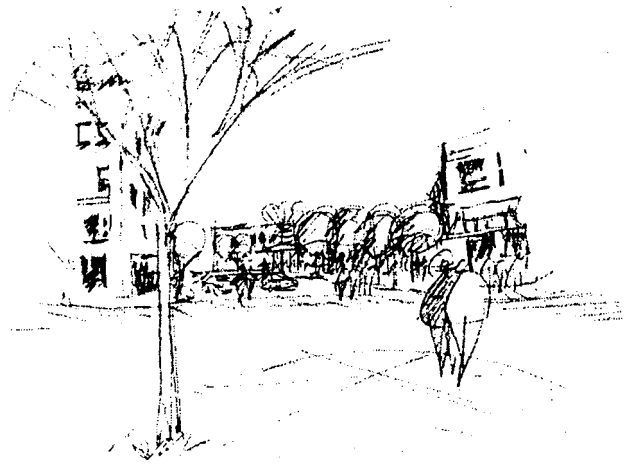
East Madison "Bow Tie"

East Madison slices diagonatty across the south side of the Pike/Pine core creating a number of large awkward intersections,. .or...it creates opportunities for unique urban plazas and interesting "flatiron" type buildings. The goal of the urban design plan is to take advantage of the awkwardness created by the diagonal street to create new open spaces, improve safety for pedestrians and, at the same time, solve some difficult turning movements. A "bow tie" concept can be seen periodically along the Madison corridor where the diagonal street collides with the perpendicular street grid to form triangular parcels across the intersection from each other, The area on E Madison between 1 1th and 13th Avenues is a good example. The intersection of 1 2th Avenue E and E Madison from the knot of the tie and the opposing triangles form the bows. These spaces have potential similar to Tillicum Square at Denny Way and 5th Avenue in the Denny Regrade.

E Madison/E Union at 12th Avenue and 13th Avenue

- 12th Avenue E at Madison is an especially difficult intersection because of the road width needed by both arterials and E Union Street that intersects at the same point. The plan proposes to eliminate the impact of E Union by restricting traffic to one-way westbound on Union west of 12th Avenue (current condition to be enhanced by curb bulbs on 12th Avenue) and directing eastbound traffic to travel one block further on Madison before turning on 13th to head east on E Union Street. This tactic has many benefits -traffic patterns are simplified, a corner plaza is created on the northwest corner of the intersection and a large park/plaza is created on the east side of the intersection by combining an almost unusable triangular parcel with the present Union Street right of way between E Madison and 13th Avenue E. Seattle Arts and Sciences Academy is relocating at the comer of 12th Avenue and E Madison adjacent to this proposed plaza.





View of *Bowtie Plaza at 12th & Madison & Union*

Transportation Analysis

10th and 11th Avenues between E Pike and E Pine Streets

Proposal:

- Change 10th Avenue E to one-way street northbound from E Union Street to E Pine Street, and change 11 th Avenue E to one-way street southbound from E Pine Street to E Madison Street (11 th Avenue E is already one-way from E Union Street to E Madison Street.) These streets would function as a one-way couplet with clockwise (right-turn) circulation.

Benefits:

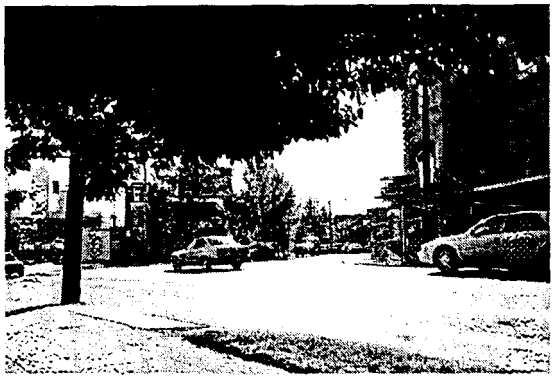
- Would allow travel lane to be narrowed to increase the width of the sidewalk.
- Back-in angle parking proposed for 10th and 11 th Avenues (see proposal for "ladder streets" above) would be more effective with a one-way circulation pattern since vehicles would not be able to "jockey" into space from the opposite travel direction.
- Would eliminate some turning movements where these streets intersect E Pine, E Pike, and E Union Streets. This may improve safety at these locations.

Potential Impacts:

- May increase travel distances within neighborhood by forcing drivers to circle the block to access destinations on the one-way streets.
- Existing traffic signal at the E Pine Street/11th Avenue E intersection would not likely be needed to control vehicular traffic with 11 th Avenue E as one-way southbound street. Could retain signal at this location to facilitate pedestrian movement across E Pine Street, or relocate it to the intersection of E Pine Street/10th Avenue E.

The East End

The East End is shaped by the through arterials of E Madison Street and 14th Avenue E/15th Avenue E. Important needs include increasing pedestrian safety at intersections and the routing of arterial traffic flow through the neighborhood. There is also an opportunity to create neighborhood identification at the intersection of E Madison Street and E Pine Street.



The Beginning of E Pine Street

The east end of the neighborhood is formed by an acute angled intersection which is also the beginning of E Pine Street. The east end of E Pine Street is a transitional area with a combination of residential and underutilized commercial property. By revising the parking configuration between 15th Avenue E and E Madison Street on E Pine Street, it is possible to slow traffic and increase street parking for residents. The new angled parking allows the throat of E Pine Street at E Madison Street to be narrowed thus creating additional land at the acute angle. The additional land creates a prime focal location for a new corner park or landmark identity feature for the neighborhood.

Arterials -- 14th Avenue E & 15th Avenue E

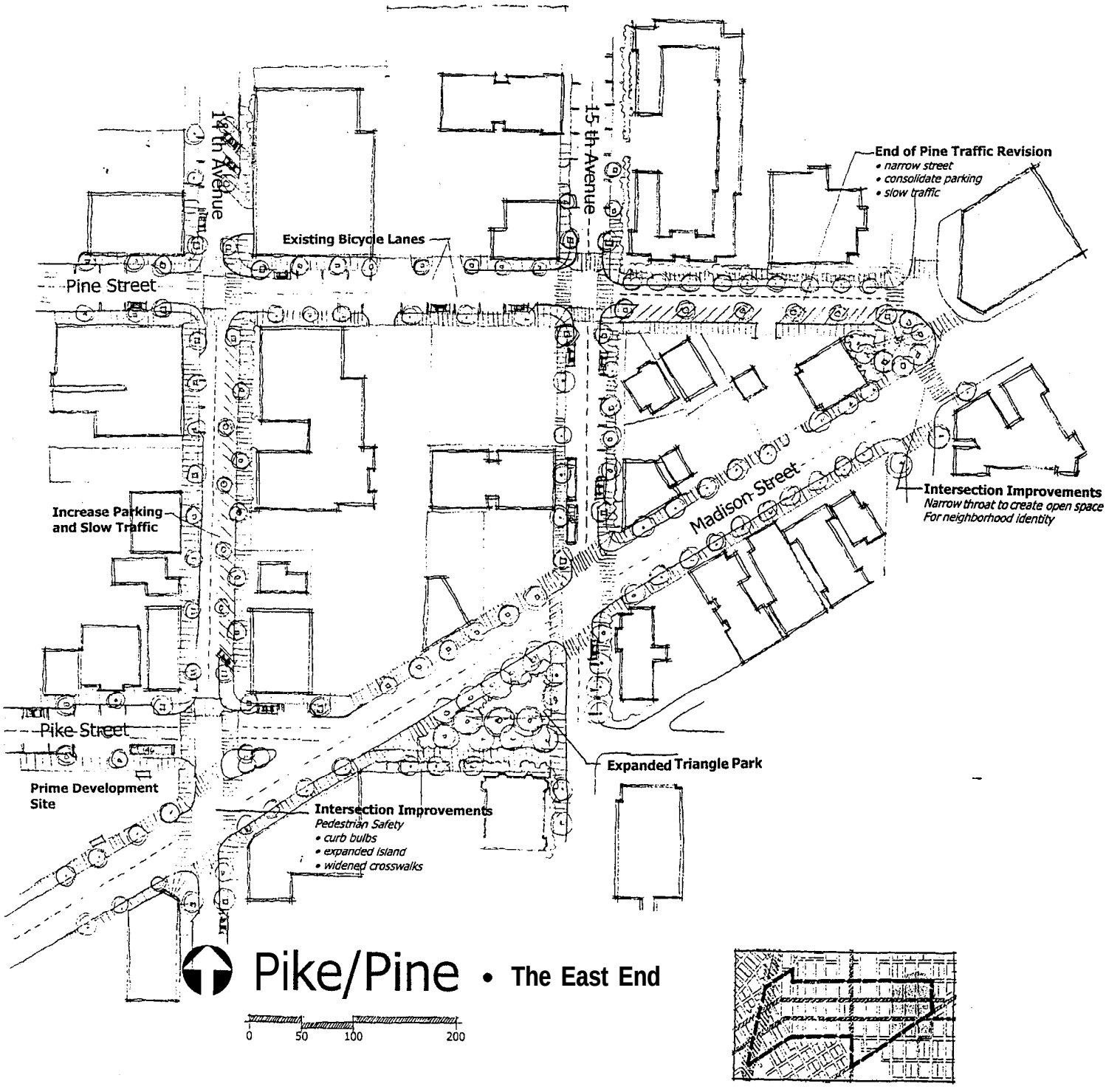
Fourteenth and Fifteenth Avenues form a minor arterial that "jogs" at E Madison Street as it passes through the neighborhood. Ideally cars would use E Madison Street to 15th Avenue E for the jog instead of 14th Avenue E to E Pine Street as is currently the preferred route. Revising the parking configuration on 14th Avenue E to diagonal will slow traffic and make 14th Avenue E less of a "quicker" route. The neighborhood businesses developing on the block plus the existing church would benefit greatly.

Intersection – 14th Avenue E and E Madison Street

The sharply angled intersection at 14th Avenue E and E Madison Street is a hazard to both cars and people. Plus bus stops currently limit the ability to bulb all corners of the intersection and thus shorten the crosswalks. Ideally a major traffic revision could be made to end E Pike Street and create a "bowtie" type plaza which would be consistent with the development of E Madison Street and would turn a problem area into asset, However, the plan does not show such a major revision at this time. Instead the plan suggests bulbing where possible and widening the crosswalks.

Triangle Park Expansion at 15th Avenue E and E Madison Street

The existing triangular "half of a bow tie" park at 15th Avenue E and E Madison Street is a beautiful little park with mature trees. This park is an excellent example of how to positively treat a small unique piece of property along a diagonal street. The plan calls for increasing the size of this park by incorporating the adjacent E Pike Street right of way that is not highly traveled. Eliminating this section of E Pike Street might allow for a more major revision at the 14th Avenue E and E Pike Street intersection.



Pike/Pine • The East End

Transportation Analysis

E Union Street between 11th Avenue E and E Madison Street/12th Avenue E

Proposal:

- Close street to general purpose through traffic between E Madison Street and 1 lth Avenue E. (Only westbound through traffic is currently allowed; eastbound traffic is restricted to local access only.)
- Maintain westbound bus traffic (this is where existing trolley wires are located).
- Maintain local access traffic.
- Expand sidewalk areas and open space.

Benefits:

- Would increase open space and reduce traffic on this section of E Union Street to improve pedestrian environment.

Potential Impacts:

- Westbound through traffic on E Union Street would be diverted to other streets in the area. The volume of westbound traffic on this section of street is approximately 260 vehicles during the AM peak hour and 230 vehicles during the PM peak hour. *(Source: City of Seattle intersection fuming movement counts, April 2, 1996.)*

E Union Street between E Madison Street and 13th Avenue E

Proposal:

- Close E Union Street between E Madison Street and 13th Avenue E to through traffic and create a pedestrian plaza.
- Reroute existing traffic on eastbound E Union Street through the E Madison Street/13th Avenue E intersection. This will also require relocating the existing eastbound trolley line from E Union Street to 13th Avenue E.
- Also reroute the small amount of westbound traffic through the E Madison Street/13th Avenue E intersection. (The majority of westbound traffic on E Union Street destined to westbound E Madison Street is already routed through the E Madison Street/13th Avenue E intersection.) The westbound trolley line would not need to be relocated.

Benefits:

- Would create open space for pedestrians.
- Would provide a safer intersection for students at Seattle Arts and Science Academy.

Potential Impacts:

- Based on City of Seattle traffic counts, this proposal would divert approximately 2,900 vehicles per day from E Union Street east of E Madison Street to 13th Avenue E between E Madison Street and E Union Street. This includes approximately 150 vehicles during the AM peak hour **and 280 vehicles during the** PM peak hour. All vehicles would be right turns from E Madison Street onto 13th Avenue E. *(Source: City of Seattle historic traffic counts, April 26, 1994.)*
- Would likely require property taking on the southwest comer of the E Madison Street/13th Avenue E to provide an adequate turning radius for a trolley bus.

- May require property taking along the west side of 13th Avenue E to provide one southbound traffic lane between E Madison Street and E Union Streets. This additional lane would be required to maintain the existing dual left turn lane on northbound E Union Street approaching the intersection with E Madison Street.
- With the turning radius improvement and the additional lane described above, this proposal would have little to no affect on level of service at the E Madison Street/13th Avenue E intersection.

E Pike Street between E Madison Street and 15th Avenue E

Proposal:

- Close street to enlarge the adjacent park area and connect it to the neighborhood. Eastbound traffic would be diverted to other streets.

Benefits:

- Would increase open space and connect the existing park to the adjacent neighborhood.

Potential Impacts:

- Traffic on E Pike Street would be diverted to other streets in the area. The amount of traffic that is currently using this street is small and would not adversely affect other streets in the area. In 1994, the volume of traffic using this section of street was 22 vehicles during the AM peak hour and 70 vehicles during the PM peak hour. (Source: *City of Seattle intersection fuming movement counts, December 20, 1994.)*

Urban Design Eleme'nts

Neighborhood Personality/Character

The Pike/Pine neighborhood was formerly known as " auto row" and was composed of industrial urban auto showrooms and repair shops. There are still many auto-related businesses, however, the neighborhood has evolved into a dense and eclectic combination of unique residences and businesses. The many industrial type buildings not only create loft spaces for living and working but also create a scale and character for the neighborhood that should be acknowledged in the design of remodels and new buildings.

The evolving neighborhood personality is being molded by the strong local arts community and the theater "scene". There are many "fringe" theaters and drama schools in the neighborhood that add life and activity to the place.

In the design of any new neighborhood element whether it be a building, an intersection, streetscape, lighting or open space, it is important to design "in character" with the place – to remember and to play off of the history of auto row and the grit of industrial buildings -to capture the drama of performance and the mystery and delight of art and the art of the place.

Streetscape Treatments

- The description of the Pike/Pine streetscape concept is **"no nonsense with a twist".** The expression means that the streetscape improvements don't have to be fancy or "sanitize" the sidewalks. Basic no nonsense gray concrete walks are fine, however, surprises should be incorporated – like artworks and reminders of the past and present character of the place. Furniture should be designed by artists and designers to be site specific as opposed to being ordered out of a catalogue.

intersection Treatments

- While the plan proposes to improve most intersections in the neighborhood for pedestrian safety and expansion of walkways, there are certain intersections that are of major importance because of their uniqueness or "hub" location. The streetscape features and materials of the major intersections will be more prominent and custom for the particular intersection. For instance, the intersection at Melrose and E Pike could be redeveloped using traditional red brick since it is a neighborhood entry point, a prime hub and adjacent to the beautiful old brick Wintonia Apartments. In the core,. the two main hub intersections at 10th and 11th and E Pike could be custom designed in step with the evolving young art and theater community by using a material like recycled glass aggregate concrete which would create a work of street art with "sparkle".

Lighting

- Lighting is a major theme of the neighborhood. A major goal of the urban design plan is to improve lighting overall throughout the neighborhood. Areas of improvement include basic street lighting, pedestrian lighting, landmark lighting and building and signage lighting.

- Currently there is too much light on E Pike and E Pine. Unfortunately it is ineffective lighting – light pollution created by undirected large ambient street lights. A variety of directed light sources is needed to provide an appropriate, effective and dramatic balance of light in the neighborhood. The lighting hierarchy should include street lights with shields which direct the light down as a general ambient source, lower level pedestrian lights that provide pools of light for walkways, parks, plazas and bulbed intersections, strategic flood lighting on landmarks and the illumination of individual buildings and signage which includes theater marquees and advertising. The new lighting can only be effective and efficient if the current light pollution is eliminated.
- The pedestrian light is important also as a streetscape element for the neighborhood – it could become a symbol. There could be aspecific E Pike and/or E Pine Street light. There could be a special pedestrian down-light designed to be used at intersections to define the widened bulb area, which could also have an up-light to wash the comer buildings with light - further defining the "room" of the intersection.

Posting Places

- Traditionally the residents have "encrusted " every wood pole in the neighborhood with notices – posting is a way of life and the "internet" of the community. Many times it is the only source of advertising for start-up bands or theatre groups. Posting on wood utility poles is prohibited for safety reasons. However, there are a number of ways to continue and expand the tradition of posting. A program to design and construct public information kiosks would create small landmarks and gathering places at prominent locations. A wood pole posting sculpture could provide art and utility. There are also many opportunities throughout the neighborhood to create new posting places on unused walls.